ship to watch the jockeying for position. nificent or exciting start in a cup contest, The two yachts wheeled and circled about got the Columbia under her lee two minbut seventy seconds remained, the Colum-Shamrock simultaneously tacked in the other direction, thus making two wide divergent circles as they came around on the starboard tack and headed for the line. A collison was almost inevitable had they approached each other to an acute angle under the lee of the lightship. But the Shamrock established an overlap and the Colum- as the crowds lined the sides. One English bia had to keep off, and almost together they bounded away in the smoke of the gun so close that a sailor might have stepped | she was warped up to the end of a pier next from one boat to the other.

LIKE A RACE HORSE. ahead and in the windward berth. Both had | That was about all that could be done, for she went across the Columbia set her baby | ing rigging was all badly wrenched. The jib topsail. It was broken out and sheeted | tender Plymouth had the men for this home in eight seconds. But the smartness of the Yankee boat in setting its sail did not compensate the patriots for the disappointment they suffered on account of the once on the upper deck of the Plymouth, Shamrock's superior generalship in getting while the rigging went aboard. Nobody the weather gauge. But their disappoint- seemed to know just what the plans for the ment was short lived. The Columbia was future were. "All we know," said one of blanketed and the patriots expected to see | the officers, "is that we are to repair things her drop astern. Instead she gathered head- as soon as possible. We have none too way and went through the Shamrock's lee | much time and we will keep at it." The like a race horse. Madly she footed, and in lights on the tender burned well into the five minutes she was clear of her adversary. Five minutes later the Shamrock went about to port tack, but the Yankee held on for a minute to be sure of the weather

As both heeled away on this tack it seemed that the Columbia would repeat her performance of yesterday, for she footed faster and pointed higher. Fifteen minutes after the start she was three hundred yards well out on the great weather bow and forging ahead at every bound. The Shamrock did not send her handkerchief forward, evidently believing from her experience yesterday that it knocked her off the wind. Captain Hogarth was able to keep her closer, but he could not hold her as high as the white beauty. The Columbia's headsail lifted her head from the waves and made her splash more spray as her bow went smashing into the long swells. The experts thought this made her spill wind out of her sails. But they had no heart to criticise the Bristol wonder as she ate her way to windward. Meantime the great mass of excursion boats chased after the big flyers and the wind was freshening until it blew fifteen to sixteen knots.

About twenty minutes after the yachts were started some of the sharps with their glasses glued on the two boats noticed that the Shamrock's topmast appeared to sag a little. Several times she was luffed up sharply. "She won't carry that club over the course," said one from the Assoclated Press tug John Nichols. Suddenly at 12:24 the big kite and the whole tophamper of the green boat tumbled over to leeward and the stately challenger was a helpless cripple. Her big sail fell lifeless like the wing of a bird hit by a hunter and she lay on the water helpless. No one on the excursion fleet knew what had happened except that the topsail had carried away and it was almost a cry of agony. that went up from the sightseers. Although the Columbia was to be the beneficiary of the accident never were there more sincere expressions of regret than when the Shamrock were slowly around and gave up

The Columbia went on, as she was bound under the rules to do, but several of the

## WEATHER FORECAST.

Fair and Warmer To-Day-Increasing Cloudiness To-Morrow.

WASHINGTON, Oct. 17 .- Forecast for Wednesday and Thursday: For Ohio-Rain, followed on Wednesday by fair weather, with warmer in extreme

southerly winds. For Indiana-Fair and warmer on ness; fresh southerly winds.

For Illinois-Fair on Wednesday, with warmer in eastern portion; Thursday fair, except showers in extreme northern portion; fresh southerly winds.

Local Observations on Tuesday.

Ther. R.H. Wind. North. 0.58 7 p. m.....29.92 North. 0.23 Maximum temperature, 55; minimum tempera-Following is a comparative statement of the mperature and total precipitation for lean temperature ...

arture since Jan. 1.. C. F. R. WAPPENHANS. Local Forecast Official. Yesterd ty's Temperatures.

Min. Max. 7 p. m. III ..... laiveston, Tex ... acksonville, Fla Cansas City, Mo. ttle Rock, Ark... rquette, Mich emphis, Tenn ashville, Tenn New Orleans, L. orth Platte, Neb. ma, O. T ..... Imaha, Neb .... Appelle, N. W. T. pid City, S. D...... 

Washington, D. C ... Severe Blizzard in Colorado.

LEADVILLE, Col., Oct. 17. - For more than a week a snowstorm of unprecedented severity for this time of the year has been raging in the mountains surrounding Leadville. A band of 1,400 sheep and a herder are lost. The name of the shepherd is not heavy loss, and no word has been received from many others known to be still in the

ed to cross Mount Leon Tuesday, and one has just arrived in Leadville. He

reached the bell buoy at the head of the steam yachts went over alongside the Erin of the Columbia's lee beam. Captain Barr TEMPLE swash channel and made the remainder of as she left the line to go to her wounded the way with a light shift under her own | champion. Commodore Benedict was one of canvas. It looked like a blow such as the | the first to get alongside and expressed his Shamrock is reported to have been praying | sincere regrets over the hard luck which for and the sailors of the Irish boat made | had befallen the champion. Sir Thomas everything snug aloft in anticipation of an took all expressions with the spirit in increase in the wind. The race was to be which they were meant and replied that it over an equilateral triangle, ten miles to was the fortune of war. The mass of the the leg, which would give the challenger a | fleet continued over the course, but the chance at her favorite point of sailing- | interest was gone. They saluted with their reaching. As soon as the committee boat | brazen throats at the two outer marks and had signaled the course—the first leg a beat | gathered at the finish to give her a sten-

The Columbia made a fine race of it, pluckily holding on to her club topsail Never, probably, was there a more mag- | throughout and setting her balloon jib in the final reach for home. Her time was and the Irishman carried off the honors. little short of marvelous. She covered the course in three hours and thirty-seven minlike big white gulls, each striving for the | utes-the beat ten miles to windward in advantage, their hulls and decks and sails one hour, thirty-nine minutes, eleven secgleaming in the sun. The Shamrock finally onds; the reach to the second mark in fifty-three minutes and fifty-nine seconds and utes before the start, and, try as the de- | the last leg in one hour, three minutes and fender would, she could not shake off her | fifty seconds. As she crossed the finish line rival. Both were on the port tack, to the she let go her headsails and one of the southward of the lightship. Finally, when Deer isle sailors treated the spectators to an exhibition of daring as he climbed out bia wore around beautifully, while the over the peak halyard, eighty feet in the air, to loose the club topsail. REPAIRING THE DAMAGE.

After her mishap the Shamrock was towed at once to Erie basin, first going to the horseshoe. On the way up she was passed by a multitude of steam craft. The story of her misfortune was evident to all outward-bound steamer dipped her colors in a mournful salute. Once in the Erie basin to an army transport. The crew set to work at once. The wreckage had been The Shamrock was perhaps half a length | cleared away before the ship left the course, their sheets trimmed straight aft, and as | the big topsail had been torn and the standwork, and she arrived about 5 p. m., with Mr. Ratsey on board. No time was lost. The sailmakers were set at their labors at pleased to see the yacht sail it out."

> night, in evidence that this was being done. An informal meeting of the regatta committee of the New York Yacht Club was held to-night and it was decided that the next race between the Columbia and Shamrock should take place on Thursday. It was also decided the remeasuring of the Shamrock should be done at the navy yard at 7 o'clock to-morrow morning.

C. Oliver Iselin, when seen after the Columbia had reached her moorings, stated that he had nothing to say in regard to the Shamrock's accident or the race.

#### TECHNICAL DESCRIPTION. Columbia's Good Work Before and

After Shamrock Retired.

NEW YORK, Oct. 17 .- Clear weather and a fine whole-sail breeze greeted the skippers and crew of the racing yachts when they "turned to" this morning. An early start was the order, and both yachts were being towed out past the point of the Hook at 9 o'clock. The Shamrock's mainsail was hoisted soon after, and at 9:20 she cast off her tow line, broke out her fib and filled away to starboard at a point midway between Scotland and Sandy Hook lightships. The Columbia continued in tow until well up to the Sandy Hook lightship, and at 9:25 her crew set the mainsail in eight minutes. As soon as the sail was up she cast off her tow line and set what appeared to be her No. 2 club topsail-not the largest one she has. The club topsail of the Shamrock, set at 9:40, was apparently her largest one, the same one which was bent on Monday to aluminium spars. Today wooden ones were used. With a freshening breeze from the eastward and an ugly swell rolling in from the same quarter, it seemed a rather risky proceeding to swing such a large topsail aloft. Subsequent events proved that with a smaller club topsail the Shamrock might have finished the race. The same persons were on board the Columbia and the Shamrock as on previous

ship, at 10:20, the yachts were ready for the The signals for a triangular course were set at 10:30, and one of the committee boats was sent at once to log off the first tenmile leg and place the first mark. The course for the first leg was east by south for the second leg southwest half south, and for the third leg north-northwest. The first ten miles were to be windward work, the second ten a reach with boom to starboard and the third a reach with boom to port, thirty miles in all. At 10:45, when the preparatory signal was given, the yachts were maneuvering for position, while e torpedo boats and revenue cutters were driving what few excursion boats and yachts there were away from the startnorthwestern portion; Thursday fair; fresh ing line. At the warning signal, given at 10:55, the breeze had increased perceptibly, and there was promise of a good start in a Wednesday; Thursday increasing cloudi- saw to it that the main sheets were kept well aft so they could quickly gibe or tack

race days, and when the committee boat ar-

rived and anchored northeast of the light-

NARROW ESCAPE FROM A FOUL At one minute before the starting gun the Shamrock, which had been maneuvering southeast of the lightship, stood to the northwest, closing in toward it. Her boom was to port and well in board. Coming up from the northward also with boom top to port and wind abeam the Columbia met the Shamrock just as Hogarth was getting ready to luff his yacht sharp around the lightship's stern. The situation at gun fire was almost exactly the same as that between the Defender and Valkyrie III as they approached the line on the day when she fouled the Defender. When the Shamrock, a moment after gun fire, rounded the lightship's stern and luffed sharp on the wind, the Columbia having been unable to gain the weather birth, had now an overlap of half her length on the lee side of the Shamrock, and so close were they that the Shamrock's main boom end as she luffed to her course came dangerously near Columbia's weather shrouds and masthead run-Both yachts were close hauled on

starboard tack, crossing the line on a diag-The Shamrock had certainly the better of the start, and Columbia was placed in a position that few yachts would be able to extricate themselves from without either keeping board off or fouling. It was with intense interest then, that those on the accompanying yachts and excursion boats watched the outcome of this battle between the single-stickers. One minute had not passed before the

Columbia's bowsprit began to show out ahead of the Shamrock's. At 11:02, when the handicap gun was fired, the Columbia was half a length out from under the lee of her rival, and thirty seconds later, when the Shamrock tacked to por to get clear of the Columbia's back wind, the latter vacht. by tacking five seconds later, placed herself in a commanding position on Shamrock's weather quarter. The official time

of the start was: Shamrock ......11:00:15 Columbia .....11:00:17 COLUMBIA POINTED HIGH.

The wind was east by south, and freshening by degrees as the yachts stood along on a northeast by east course. They were taking the easterly swells rather hard at times, plunging their bowsprits clear under and doubtless putting to a severe test all their spars and rigging. With half an eye any sailor man could see, looking at the yachts end on from astern, that the Columknown. Other large flocks have reported bia was lying, say, from half to three-quarters of a point higher than the Shamrock. both apparently having their sheets trimmed alike on this port tack. The fact Two prospectors from Tennessee Park that Shamrock carried no baby jib topsail was excellent evidence that her captains | Dewey at Manila. He is now on his way were afraid that if set it would pull her says the blizzard came upon them when they reached the summit. It was only by the greatest exertions that they made their way. They were nearly frozen to death when they reached a wood cutter's cabin the second night. They passed a band of 2,000 sheep, many of which perished in the storm.

Were afraid that if set it would pull her head off more yet, so it was kept down, while the Columbia's setting perfectly on its stay, must have helped that yacht instead of retarding her in the windward work.

Fifteen minutes after the start the Columbia's position was fully two nundred yards bia's position was fully two nundred yards windward of the Shamrock, the latter being at that time slightly forward are now filling hangman's canyon.

tack to Liverpool if necessary until the Shamrock came about. That never happened, however, for as the breeze freshene and both yachts began to put their lee rails lown harder it seemed, looking at the Shamrock's topmast from astern, as if it

At 11:24, with a crash that could be heard far off to leeward, the Shamrock's topmast broke at a point close to the cap, and the great club topsail, with its long spars, went flying down to leeward of the mainsal Swinging the long tiller across her stern to port, Captain Hogarth immediately put the Shamrock before the wind, and, finding that no one on board was hurt, he gybed her, and all hands began clearing away the wreck. The foresail was taken in first and men were sent aloft to overhaul the topsail sheets and halyards and clear away the topmast backstays and other gear. It was some fifteen minutes before they were able to get the club topsail down on

PARTED IN THE "NIP." It was found that the direct cause of the accident was the parting of the foretopmast shroud in the "nip"-that is, the portion of this steel wire rope resting in the spreader which extends outboard from the bounds of the lower mast. The strands of the wire easily chafe and rust at that point, especially when the shroud is slacked by reason of being to leeward.

That ended the race as far as the Shamrock was concerned. Columbia took in her baby jib topsail and continued on course, tacking to starboard at 11:25, for it had been specially agreed a few days prior to the date set for the first race that in the event of an accident to either yacht the uninjured vessel was to complete the course This agreement was signed by Mr. Iselin and Sir Thomas Lipton. It was a great pity, of course, that such an accident should have occurred at such a time, when everything looked promising for a good triangular race. At the time of the accident the Columbia was about an eighth of a mile in windward of the Shamrock. The steam yacht Erin, with Sir Thomas Lipton and party on board, followed the Shamrock back to Sandy Hook, while she was towed by the tender. On her way in the Erin was passed by the steam yacht Oneida. Former Commodore E. C. dict was on the bridge. He hailed Sir Thomas Lipton through the megaphone and said: "I am very sorry to see the accident, and I am also sorry that the race is to be won this way. We should all be more Thomas thanked him and passed on in his

COLUMBIA FINISHES ALONE. For thirty-eight minutes and forty-five econds the Columbia continued on the starboard tack. She had taken in her jib topsail soon after the accident to the Shamrock so as to relieve the topmast of any unnecessary strain. In twenty-two minutes she went about again to starboard and eleven minutes later she made her last tack for the first mark. In three minutes and a half she was up to the mark, and keeping off, rounded it. As she eased sheets to starboard a No. 2 jib topsail was broken out and the white yacht began her ten-mile reach for the second mark. Her official time at the turn was 12:39:28, showing that she had covered the distance to windward, about fourteen miles, in one hour, thirtynine minutes, eleven seconds

The reach to the second mark was devoid of interest, for the Columbia simply sailed her course of southwest half south straight as a die, only changing her forestay sail for a ballooner at 1:13. She continued to carry her jib topsail until the second mark was nearly reached. The second mark was gybed around at 1:33:27. Her elapsed time for this leg was fifty-three minutes, thirty-nine seconds-a little better than ten miles an hour.

Setting the balloon jib topsail a few min tes after rounding this mark Columbia headed north-northwest for the home mark. On this last leg of ten miles the wind lightened considerably and the yacht's speed was not as great as on the previous It took her one hour, three minutes and fifty seconds to cover the distance. The wind hauled a little to the westward as she approached the finish line, so the bal oon ilb topsall was taken in and the small jib topsall set. At 2:37:17 the Columbia crossed the finish line between the red ightship and the committee boat, a winner of the second race of the international series. She was greeted by the usual steam whistle applause and was soon after towed to her moorings in the horseshoe, back of Sandy Hook.

When the committee boat arrived in Sandy Hook bay the regatta committee that the Shamrock had been towed to Erie basin, where she is to be fitted with a new topmast and remeasured. The committee at once paid a visit to Sir Thomas lipton and to Commodore Morgan, who was there with his steam yacht Corsair, also to Mr. Iselin. On the Columbia's deck consultation was held, which resulted in the decision that the Shamrock should be allowed one day to repair damages and that the next race would be sailed on Thursday. It will be fifteen miles to windward or leeward and return.

#### MORE RACING THAN WANTED. Comment of the London Press on the

Second Contest. LONDON, Oct. 18.-The Daily News, referring in an editorial article this morning to the contest between the Shamrock and the Columbia, says: "We are getting more racing than we want at New York just now. Our correspondent says the Columbia had the race well in hand when the accident to the Shamrock happened and that her captain proved a superior tactician. There was something prophetic in the Yankee caricature of poor John Bull toiling in vain to lift the trophy from the ground. The Daily Mail says: "The Shamrock's chance of winning the cup seems to be ex-

inguished. Sir Thomas Lipton will have the sympathy of every true sportsman here and in America in his cruel luck." The Standard is inclined to think that even without the accident the Columbia would have proved victorious, as she started in a worse position and yet got ahead. "We are would have been more pleased to see the race sailed out. It looks as though the Shamrock's chances are gone.' The Graphic says: "Yacht racing is as much a test of a vessel's strength and fitness as of her speed. The loss of a mast is equally as serious a reflection upon the de-

signer, rigger or skipper as is a lack of The Columbia would have been speed. quite justified in claiming the race even without the previous agreement. It must be sorrowfully admitted that the Shamrock's chances are now very small." The Times says editorially: "No blame attaches to any one for the Shamrock accident. It looks as though we must make up

our minds to leave the much-coveted cup in America until some one with equal sportsmanlike spirit with Sir Thomas Lipton and more luck shall challenge again. Whatever happens, we have the satisfaction of knowing that the trials of the speed have been fairly and squarely conducted, without let or hindrance of any kind. It is a matter of congratulation, too, that the races have not given rise to any ill-feeling such as marred previous contests,"

# TELEGRAPHIC BREVITIES.

The ninety-two monuments erected on Chickamauga battlefield in memory of Illinois soldiers will be dedicated on Nov. 23. Rain prevented racing yesterday at the Columbus (O.) Driving Park, and the opening of the fall trotting meeting was postponed till to-day.

The national exhibition of thoroughbred Heresford cattle, at the stockyards, in Kansas City, next week, will be the first of its kind in the West. Valuable prizes have been offered. At Geneva, Neb., the children of Jacob Hofferber, a boy of eleven and two girls

of eight and two years, tried to light a

fire while their parents were absent, using

coal oil, An explosion followed, throwing

burning oil over them. The eldest girl is

#### dead, the boy is dying and the baby, it is thought, cannot live.

Land Grabbers' Scheme. MINNEAPOLIS, Minn., Oct. 17.-Reports from Duluth state that timber speculators have discovered a way to get possession of about all the best unsurveyed government pine-bearing land in the northern part of the State with old "forestry scrip." scrip holders are looking up the best land and plastering it with their forestry scrip, for which they have paid \$2 to \$3 an acre. As pine land is worth at least \$20 an acre. the size of the profit is apparent.

Major Accidentally Kills Himself. LOS ANGELES, Cal., Oct. 17.-Major Frank Kidder Upham, treasurer, acting martermaster and commissary of the Soldiers' Home at Santa Monica, accidentally volver from his desk. He leaves a widow, two sons and two daughters. One of the sons is in West Point and the other was | be idle lookers-on in the event of war. an ensign on the Olympia and was with to visit his parents.

KNIGHTSTOWN'S FINE NEW BUILDING AND SEVERAL STORES BURNED.

The Loss Is About \$75,000-Sawmill and Lumber Yards Wiped Out by Flames at Mitchell.

Special to the Indianapolis Journal. KNIGHTSTOWN, Ind., Oct. 18.-The beautiful Masonic Temple in this city was destroyed by fire at 1:30 o'clock this morning and fifteen minutes later the heavy stone walls and the roof toppled over into debris. The temple cost about \$40,000 and was dedicated last Christmas. The total loss by fire, including the destruction of several large stores, will amount to over \$75,000.

The fire started in the wall paper department of J. O. Addison's large household outfitters' establishment and quickly spread over the entire place. The store of Midkiff & Byerly, clothiers, was also soon in flames Green Brothers' saloon and Dovey Brothers' notion store were wiped out by the flames. The fire department was unable to check the spread of the flames and at an early hour this morning two other storerooms

were threatened. Later-By the most persistent effort, backed by the citizens, the firemen confined the flames to the Masonic and Kennard buildings. These were entirely consumed Dovey Brothers' notion store and wall paper house, north of the Masonic block, was only scorched. The heat was intense and excitement ran high when the handsome buildings, filled with costly goods and fine trappings of Masonry, burst in a blaze of fire after an explosion which leveled the walls to the ground. A number of firemen were injured; but not seriously. John Schwartz, groceryman, was knocked down by the falling walls and considerably

The losses are: Masonic block, \$30,000; Addison's store, \$20,000; Kennard's building, \$5,000; Midkiff & Byerly, \$12,000; Holland's saloon, \$600. Insurance: Masonic block, \$10,-000; pharaphernalia, \$2,500; Addison's stock, \$12,000; Kennard, \$2,000; Midkiff & Byerly, \$10,000.

#### ONE LIFE PROBABLY LOST.

Paper Box Factory at Chicago Burns, Causing Many Narrow Escapes. CHICAGO, Oct. 17 .- One life is believed to have been lost in a fire which broke out tonight in the factory of the W. C. Ritchie hundred persons were employed in building and about two hundred were inside it when the fire occurred. It is believed everybody escaped with the exception of Alexander McMasters, the superintendent. He was last seen making his way from the sixth to the third floor. Another person reported as missing was Laura Thrill, fifteen years old. Several of her companions, however, said she had reached the street in safety. Great excitement followed the discovery of the fire and two hundred or more employes, most of them girls, rushed, pushed and fought their way down the narrow steps from the upper floors. Many of them escaped by climbing down the fire escapes and were prevented from jumping by policemen, who urged them to hold on until the fire apparatus arrived. Long ladders were then raised and one by one the frightened girls were helped to the street. On the steps they came together in a crush and several of them were thrown down and trampled upon. fainted as she reached the second landing and was carried to the street by her com-

The building, which was six stories high, was practically destroyed, entailing a loss of \$165,000, of which \$90,000 was on the building and the balance on the stock and plant of the Ritchie Company, Nora Koske and a girl named Sands had not been accounted for up to a late hour and were placed on the missing list. Two girls answering their descriptions were carried from a rear window by police officers.

# LUMBERMAN BURNED OUT.

Sawmill and Other Property Destroyed, with a Loss of \$12,000.

Special to the Indianapolis Journal. MITCHELL, Ind., Oct. 17 .- F. J. Bosler, a prominent business man of Georgia, Ind. and a very extensive lumber dealer, lost his sawmill, spoke factory, dryhouses and all his lumber by fire last evening. The loss is over \$12,000, of which about one-third is covered by insurance.

## Other Fires.

CHICAGO, Oct. 17 .- Fire which broke out early to-day in the six-story structure at 130 to 136 West Washington street caused a loss of \$105,000. The entire east half of the building was destroyed. The west half is occupied by the Fowler Bicycle Company, but a fire wall prevented the flames from spreading to this portion of the building. The tenants who sustained losses are: Chicago Folding Box Company, \$25,000; Imperial Electric Plating Company, \$15,000; Pieser & Co., flour merchants, \$20,000; Walter Ehrman & Co., manufacturers of bicycle parts, \$10,000. Loss to building, \$35,000. WILKINSON, Ind., Oct. 17 .- The barn and its contents on the farm of John Mooney, living a mile southeast of town, was burned last evening. The fire is supposed to be incendiary. About 200 bushels of wheat were in the structure. The loss was about \$600, with an insurance of \$500 in the Hancock County Farmers' Mutual Company.

## FIRST REPULSE.

(Concluded from First Page.) British cruisers. The ammunition will probably be re-embarked for Hamburg on board the steamer Herzog, which is shortly expected here. The Kaiser was shadowed by the British second-class cruiser Thetis through the Mediterranean. The Thetis passed into the canal this morning. It is

A "Fishy" Torpedo Story.

LONDON, Oct. 17 .- According to a dispatch from Pretoria the Transvaal government received an offer from a wealthy European recently to supply a fleet of completely equipped torpedo boats for the purpose of blowing up the British transports on arriving in South African waters. The offer was curtly rejected, President Kruger refusing even to consider it. The originator of the scheme, who had been in Pretoria only twenty-four hours, left immediately.

#### War Bonds Not Dishonored. LONDON, Oct. 17 .- Dr. Leyds, the Euro-

pean representative of the Transvaal government, replying to-day from Versailles to an inquiry by the Associated Press as to whether there was any truth in the report that bonds issued by him or by the Transvaal government for war material had been dishonored, telegraphed as follows: "The statement that drafts for war material have been dishonored is a pure invention."

## THE ORANGE FREE STATE.

It Was Bound by a Convention to Assist the Transvanl.

It was to be expected that the Orange Free State would make common cause with the Transvaal. The convention between these republics provides that the Free State shall support the Transvaal in the field when it is unrighteously attacked by foreign power. There is no difference of opinion among the Boers, wherever they may live-and about half the white population of Cape Colony are Boers-as to the justice of the Transvaal's cause. The attikilled himself to-day while taking a re- tude and doings of the Free State, all this year, have shown that its people would not

Early in the year the nineteen district commandants met at Bloemfontein to discuss with the government the preparations required for any eventuality. The meeting was secret, but some results of it could not be hidden. After that meeting all the burghers were well supplied with ammunition. A large force was set to work building

a new fort on the north side of the capital, and on June 1 a member of the government said the country was never before so well prepared for whatever might happen-15,000 well-equipped burghers could be put in the

field at any time The Free State has had its own troubles with Great Britain, though their friendly relations for many years have been uninterrupted. The efforts to found the State were brought to naught by the British, who defeated the Boers at Boomplaats and claimed the whole country, but gave it back in 1854. Then, in 1871, Griqua Land West, where the Kimberley diamond mines are situated, was proclaimed British territory, though it had been governed for fifteen years by the Free State. In the end England recognized the justice of the Boer claim by paying a large price for the district. On the whole, the country has long been prosperous and contented. Until the recent era of rallroads it was far more accessible than the Transvaal. Closer contact with the outside world made the burghers more liberal and enlightened than their neighbors. They favored railroads when the people of the Transvaal opposed them. They led a quiet and pastoral existence, undisturbed by that influx of restless Europeans which has led the Transyaal Boers to regard their gold mines as the curse of the country.

# TROTS AT THE PARKWAY,

Autumn Meeting Opens with Good Weather, Fast Track and Big Crowd. NEW YORK, Oct. 17 .- The autumn meet-

ing began to-day of the Parkway Driving Club, of Brooklyn, with perfect weather, a fast track and a large attendance. Three races were on the card. In the 2:35 trot Charlie R. and Grace Lake sold at even favorites against the field, but the bay mare Bettino landed the first heat by a neck and the next two with little to spare. In the 2:15 pace Henry P. was the choice and after taking it easy in the first heat, he reeled off the next three very cleverly. Mattle Young was the choice in the 2:20 at even money, but she was not quite fast enough for the bay horse Swit, though in the third heat she led down the stretch, and won by a nose. The summaries: 2:35 Trot; purse, \$300: Bettino won three straight heats in 2:251/2, 2:261/4 and 2:221/2. Charlie R., Grace Lake, Golden Bells, Sister Charimian and Rapid also started. 2:15 Pace; purse, \$300: Henry P. won the second, third and fourth heats in 2:14%, 2:14%, 2:15%. Strath Bell won the first heat in 2:15%. Olive Wood, Sir Arthur, Sam Hill and Frank Knapp also started. 2:20 Trot: Swit won three straight heats in 2:17¼, 2:17½, 2:16½. Mattie Young, Miss Kate Clansby, McLoughlin Ward, Nelly Gay, Carlos, Eola, Bonna Alerton, Walter D. and Russell T. also started.

Reiff Won on the Squabble Colt. LONDON, Oct. 17 .- At/the first day's racing of the Gatwick October meeting to-day the Squabble colt, ridden by J. Reiff, won the Willow nursery. Sloan finished third with Bathing Woman. The Surrey Nur-sery handicap was won by Mr. Colley's Gold Paper Box Company, 203 Green street. Five Jug. Lord William Beresford's Siloah, ridden by Sloan, and A. Bailey's North Crawley, with J. Reiff up, finished second and third respectively. Sloan was unplaced on Sheppelon in the race for the field plate.

Quakers Won the First.

PHILADELPHIA, Oct. 17 .- The champions of the National League and the Quakers to-day played the first of a series of five exhibition games on the local grounds, the Quakers winning. The home team played a faultless fielding game and made its hits when needed. Score:

Brooklyn ......0 0 1 0 0 0 0 3 0-4 9 Philadelphia ... 1 0 2 2 0 0 2 0 \*-7 12 0 Batteries-Hughes and McGuire; Frazer, Bernhardt and McFarland. Umpire-

#### Forfeit for a Polo Contest.

Special to the Indianapolis Journal. MUNCIE, Ind., Oct. 17.—The management of the Royal polo team to-day posted a forfeit for a \$500 wager that the Royals can defeat any roller skate polo team in the West in a series of games, the Henleys, of One girl, Annie O'Brien, fifteen years old, Richmond, or the Racine, Wis., team preferred. Charles Beeson is captain of the

## A STRIKE IN JAIL.

Union Carpenter Refuses to Work Unless He Is Paid Union Wages.

Special to the Indianapolis Journal. MUNCIE, Ind., Oct. 17 .- Charles Kesot, an irmate of the county jail, sentenced to fifteen days on the stone pile, has been employed as a carpenter on a new stable being built by the county at the jail. The man learned yesterday that he is to receive no extra allowance for the work, simply geting credit for \$1 a day as if breaking stone. He is a union man and makes \$2.50 as regular daily wages and refuses to do the carpenter work unless paid extra. He demands a dollar a day cash in addition to his time allowance. The commissioners granted Sheriff Starr the privilege of building a barn in case he could have the work done by men serving time on the stone pile without extra expense, and the "nonunion" structure has already excited comment among the union men. Threats are being made by the union carpenters to pay the fines of any mechanic in jail who is put to work on the building, thereby forcing the commissioners to em-

## Boys Strike in a Chimney Factory.

ploy union labor.

Special to the Indianapolis Journal. ALEXANDRIA, Ind., Oct. 17.-The finishing boys at the Lippencott Glass Company's factory went on strike at 3 o'clock this morning. The boys have been paid accordand so far, this fire, they have been able to make only from 25 to 40 cents a turn. They usually work two turns a day, and demand a guarantee of 50 cents a turn. The boys do not belong to the union and it is not known whether their cause will be championed by the union. About two hunared boys are involved in the strike.

2,000 Miners Quit Work.

SPRING VALLEY, Ill., Oct. 17. - Two thousand miners employed by the Spring Valley Coal Company laid down their picks to-day in response to an order of State President J. M. Hunter, of the Miners' Union. The supply of coal from this point will drop 5,000 tons daily until a settlement reported that several German officers are is made. The difficulty which resulted in on board the Kaiser, bound for the Trans- the strike lies in the alleged refusal of General Manager Dalzell, of the coal company, to stop union dues at the company's office.

Strike of Oyster Shuckers.

NORFOLK, Va., Oct. 17 .- Two thousand negro oyster shuckers went on strike today, and, this being the busiest season of the year, threaten to cripple the industry. The shuckers say that all measures have been enlarged, and they demand more pay or a reduction of the measures. The strike will affect all parts of the country, as several famous brands are distributed from

Liner Boys Lose Their Strike. Special to the Indianapolis Journal. MUNCIE, Ind., Oct. 17.-The hundred striking boys at Ball Bros.' fruit-jar factory,

in the white liner department, have re-

turned to work at the old scale of wages,

\$4.50 and \$4 per week.

Advance in North-Bound Rates. CHICAGO, Oct. 17 .- A conference held here to-day at the office of Chairman Fulton, of the Central Freight Association, between traffic officials of the railroads from St. Louis and Ohio river points to Chicago and Milwaukee resulted in an agreement to make a general advance of 1 cent per one hundred pounds on lumber and all articles taking lumber rates. The increased rate will go into effect Nov. 1. It affects north-bound lumber traffic only.

Payment for War Coal. ST. THOMAS, D. W. I., Oct. 17.-The long-pending question regarding the payment for the 2,700 tons of coal purchased here for the United States government during the war by Mahlon Van Horne, the United States consul, has been settled, the United States government paying approximately \$33,000. The coal will be shipped to

A Musician's Double Crime.

NEW ORLEANS, Oct. 17 .- Oscar Everhardt, a musician, went to a corner grocery to-day, borrowed a pistol, and, retarning home, shot his wife through the head while she slept. He then turned the weapon or himself. Everhardt is dying and his wife is seriously wounded. Domestic infelicity is given as the cause of the tragedy. Ever-hardt was with Hood's immunes in Cuba.

Benutiful Complexions by Using hamplin's Liquid Pearl, 50c, pink or white. elightful, marvelous results; harmless,

JUBILEE OF CHRISTIANS

MISSIONARY SOCIETIES CELEBRATE THEIR FIFTIETH ANNIVERSARY.

Over 12,000 People in Attendance at the Cincinnati Meetings-Tributes to Departed Members.

ial day at the jubilee convention of the Christian societies, the tributes being mostly in honor of A. M. Atkinson, of Wabash, Ind., who dropped dead while addressing the business men's section last Saturday The venerable C. L. Loos, of Lexington.

Ky., continued to preside over the Foreign Christian Missionary Society, where missionaries from all the foreign fields reported on their respective works in touching appeals. Addresses were also delivered by W. J. L. Hamon on "Missions in the Gospels," by T. W. Pinkerton on "The Peerlessness of Christianity" and by G. L. Wharton on "The Work in India."

The following officers for the foreign Christian missionary societies were elected: President, C. L. Loos; corresponding secretary, A. McLean; treasurer, F. M. Raines; recording secretary, S. M. Cooper; auditor, J. F. Wright; vice presidents, W. S. Dickinson, J. A. Lord, G. A. McLeod, B. C. Deweese and I. J. Spencer.

This afternoon the Amerian Christian Missionary Society, the third organization that is meeting with this convention, and that was founded here by Rev. Dr. Alex- | Colonel Lewis was wounded three times ander Campbell fifty years ago, began its sessions with Rev. W. V. Richards, of Kansas City, presiding. It is the largest orbut in a magnificent finish he caught up | ganization that is represented at the jubilee. Rev. J. A. Lord, editor of the Christian Standard at Cincinnati, delivered the historical address, and the music, led by Mrs. | At this juncture Colonel Lewis stepped for-Princess Long, was repeatedly encored. A "jubilee" poem was read by Mrs. Jessie Brown Pounds. Rev. J. H. Garrison, editor of the Christian Evangelist at St. Louis, treated the subject of "Lessons of Fifty To-night a symposium was held on th

history of the society. The music, with a chorus of over six hundred choir singers. was a feature. Addresses were delivered by Rev. T. P. Haley, of Kansas City, on "The Reasons for Missionary Organizaby Rev. C. L. Loos, of Kentucky University, on "Our First Convention," by B. B. Tyler, of Colorado City, "Our Beginnings in Missions," by Carey E. Morgan, of Richmond, Va. "Our Missionary Outlook." A poem was read by Rev. B. J. Radford. The attendance of visitors as reported by the railways exceeds 12,000, and many overflow meetings were held. The contest between Pittsburg and Kansas City for the next convention has been enlivened by Charleston, S. C., becoming a strong competitor. Minneapolis is asking for the convention in 1901 and Boston in 1902. At the services this afternoon in mem of A. M. Atkinson, late of Wabash, Ind who dropped dead here last Saturday night, collections amounting to \$5,129 were taken up for the ministerial relief fund. Mr. Atkinson's chief purpose in coming to this convention was to raise \$5,000 for the fund. In addition to the above, pledges for \$2,000 more were received.

Honr Addresse Unitarians. WASHINGTON, Oct. 17.-At the national conference of Unitarian and other liberal churches to-day United States Senator Hoar, of Massachusetts, president of the conference, delivered his annual address and took occasion to reiterate his views on the question of expansion. His remarks elicited considerable applause. He said he did not believe in fatalism or in blind force. He believed that a nation must work out its own salvation without coercion. Free institutions could not be given by one people to another, but must be an indigenous growth; that a republic is better than an empire and a Washington is better than a Bonaparte. He concluded that whatever clouds darken the horizon, the world is growing better.

Evangelical Conference. ST. PAUL, Minn., Oct. 17.-Berlin, Canada, will be the next meeting place of the Evangelical General Conference, It was decided to-day by a unanimous vote that followed a brief discussion. The date of the session was fixed as the first Tuesday in October, 1903. The bishops were ordered to appoint a committee of five, whose duty it shall be to submit a list of thirty candidates from whom the conference will select fifteen elders.

# WILL WED AGAIN.

Crown Princess Stephanie to Marry Count Ellemere Lonyay.

LONDON, Oct. 18.-The Daily Chronicle's Vienna correspondent announces that Crown Princess Stephanie, widow of the Crown Prince Rudolph, who met with a tragic death about ten years ago, will be married to Count Ellemere Lonyay, nephew of a former Hungarian prime minister, in London on Nov. 22.

Lieut. Meunier Escaped Massacre. PARIS, Oct. 17.-The Colonial Office has received a telegram asserting that Lieut. Meunier, who escaped massacre with the party of Lieut. Col. Klobb, by members of the French expedition, under the charge of that is full of hope and warning, yet there ing to the number of chimneys turned out, Capt. Voulet and Capt. Chanoine, in the is nothing in it to offend a man of any reard so far this fire they have been able French Sudan, is now recovering from his ligious belief. Even an atheist may adwounds. Lieut. Meunier was rescued by Lieut. Pallier, who now commands Voulet's men and is trying to join the Foureau- too careful of the feeling of a very small Lamy mission, which has left Air for Da- minority of the Chicago public. If he didn't mergo. The dispatch does not fix the whereabouts of Voulet or Chanoine.

> Norwegians Seeking Independence. CHRISTIANIA, Oct. 17.-In the Storthing tc-day the Leftits adopted an electoral programme, declaring, first, that Norway's independence should be recognized by the appointment of a separate minister of foreign affairs and the establishment of a separate consular system; second, that arbitration and neutrality should be recognized and enforced; and, third, that a system of insurance against incapacity to earn a liveli-hood should be applied to the whole Nor-

wegian people.

Germany Wants Upolu. BERLIN, Oct. 17 .- The Neuete Nachrichten declares that the Colonial Council has adopted a resolution declaring it compatible with German colonial interests to Andrews is straining at a gnat. abandon Samoa in return for sufficient indemnification. The National Zeitung, which confirms the statement of the Neuete Nachrichten, says: "This, however, is not the view of the imperial government, whose policy is directed now, as heretofore, to acquiring at least Upolu Island.

Editor Klapper Clapped Into Prison. BERLIN, Oct. 17.-Dr. Klapper, editor of the Deutsche Agrar-Correspondenz, has been sentenced to imprisonment in fortress for six months on the charge of lese majesty for criticising Emperor William. The leading Agrarian organ, the Deutsche Tage-Zeitung, blames the Emperor "because by frequently identifying himself with public measures he compels

Germans to Build a Rallway in Africa BERLIN, Oct. 17 .- The Colonial Council. it is announced, has unanimously approved the proposal that the government should undertake the construction of the East African Central Railway. The first section will be to Ukami. It is to be built within three years. The cost is estimated at 12,000,-000 marks.

criticism.'

M. Loubet Not III. PARIS, Oct. 17 .- A report was in circula-

tion early in the day that President Loubet

was suffering from angina pectoris. Care-

ful investigation shows that there is no ground whatever for the rumor. M. Loubet is quite well. Emile Arton Pardoned.

canal notoriety, has been pardoned

LONDON, Oct. 17 .- The Exchange Telecraph Company publishes a dispatch from Paris saying that Emile Arton, of Panama

Horace S. Smith Dead. CHICAGO, Oct. 17.-Horace S. Smith, former vice president of the Illinois Steel Company, died at his home in this city to-night. He was seventy-three years old and was one of the best known men in steel awkwardness of and iron circles in the United States and he everything else.

CINCINNATI, Oct. 17 .- This was memor-

NATIONAL

**Tube Works** Wrought-Iron Pipe for Gas,

Steam and Water,

Botler Tubes, Cast and Malleable Iron Fittings (black and galvanized), Valves, Stop Cocks, En-gine Trimming, Steam Gauges, Pipe Tongs, Pipe Cutters, Vises, Screw Plates and Dies Wrenches, Steam Traps, Pumps Steam Traps, Pumps, Kitchen Sinks, Hose, Belt-ing, Babbit Metal, Solder, White and Colored Wiping Waste, and all other Sup plies used in connection with Gas, Steam and Water. Natural Gas Sup-plies a specialty. Steam Heating Apparatus for Public Buildings, Store-rooms, Mills, Shops, Fac-tories, Laundries, Lumber Dry Houses, etc. Cut and Thread to order any size Wrought-iron Pipe, from

KNIGHT & JILLSON 8. PENNSYLVANIA SE

was also known in Europe. It was through his efforts that the Illinois Steel Company was established

DEWEY'S COLLEGE DAYS.

The Admiral Was a Mischievous, but Not a Bad Boy. New York Tribune.

Col. Charles H. Lewis, of Maine, has an enviable army record. He went into the civil war as a captain in the Sixteenth United States Infantry, fought in the battles of Shiloh, Stone River, Murfreesboro, Missionary Ridge and Chickamauga, was with Thomas at Nashville and accompanied Sherman on his historic march to the sea. and brevetted lieutenant colonel for gallant and meritorious services. The war over, he entered Wall street and there made a large fortune. Norwich University, at Northfield, Vt., where Colonel Lewis had received his education, had failen on hard times and was appealing to the alumni o the university for aid, but without avail. ward and accepted the presidency of the university, which he held from 1880 to 1890. He generously gave to his alma mater \$40,-000, and aided it in many other ways to get upon its feet again. This is the university where Admiral Dewey received his academic education. The admiral and Colonel Lewis were classmates, and it was at Norwich University yesterday in the presence of the admiral that the cornerstone of Dewey Hall

was laid. Colonel Lewis had been asked to preside at this celebration, but his lameness prevented him from accepting. Yesterday he was in a reminiscent mood and he spoke of his old classmate as follows: "Admiral Dewey and myself were in the class of 1855, but he left there to go to Annapolis in 1854. He had had his appointment for some time, and we used to joke

him about being a Vermonter who was go-ing to sea, although he had never seen a spite of all the stories to the contrary, Dewey was never a bad boy. He was mischievous if you will, and I remember a etter written by Col. Henry O. Kent, o Vermont, in which Colonel Kent said that all the pranks in the college Dewey and Lewis (myself) were in. He was a good boy and a bright one as well. At that time h was of medium height, with broad shoulders and a slender waist. He was handsome with large eyes, which held a twinkle in the corner of each. He had a high temper which most good men have, and a nervous disposition, which I have since thought accounted for the quickness of his move-ments. He was one of the quickest men I ever saw. He was a splendid sparrer and wrestler and excelled with the foils. He was also an expert swimmer, and his courage was faultless. Knock him down and he was on his feet and at you again in a second. Although smaller than most of us he was a spunky little devil, and we could always count on him in a fight. In short, he was the manly boy who has since grown into the manly man.

"He and two or three others were the dandles of the school. In those days we al wore square black neckties and stub-toed shoes, and Dewey always had a bit the longest necktie and stubblest toed shoes there. His feet were very small. The first drilling I ever received was from him. He lived on the third floor, rooming with Sayles Nicholls, who lives now at Burlington, Vt., and there was always a crowd in his rooms playing music, sparring and doing other things. Dewey was always fond of music and used to play the guitar. He was very popular, even when he held the usually unpopular position of adjutant. "One fight we had that was famous there for a long time was a battle royal between Dartmouth College and Norwich. Dartmouth was on the other side of the Connecticut river, and no one of the students there could cross the river, as it was expulsion for him if he did. Bad blood had been brewing for a long time, and this night Dewey, myself and thirty-one others crossed the river and attacked Dartmouth The battle lasted from 7 to 10 o'clock in the evening, when the president and faculty of Dartmouth interfered by sending word they were coming and would expel Dartmouth man who was recognized. stood our ground, and I have always thought carried off the honors of the fight. It was called the 'battle of the torn coats in local history, for the reason that not a member of either of the opposing factions comd boast a whole coat to his back when

it was over. STRAINING AT A GNAT. Prof. Andrews, of Chicago, Objects to

the "Recessional." Dr. E. Benjamin Andrews, Chicago's suerintendent of schools, objects to having Kipling's "Recessional" read in the school because there are atheists among the taxpayers and he thinks it has a deep religious significance. And it has, but there is no creed in it. It is a strong, vigorous poem

ligious belief. mire it. Dr. Andrews is too tender-hearted. He is call attention to the fact they wouldn't know that their rights were being violated. They might even look upon the piece as a magnificent specimen of poetry and well worthy of study, irrespective of its sentiment. They might also consider it especially appropriate at the present time, in view of the situation in the Transvaal, and still not feel that they were doing violence to their religious belief. "Lest we forget, lest we forget," is a refrain that holds the attention, and seems to be of exceptional sig-

nificance just now. The objections raised might well be with-They seem like an absurdity in drawn. view of the circumstances. The atheists are not numerous, and the Evening Post ventures to say that they will not protest against the use of the poem in the schools. They will appreciate the beauty of it, even though it is an appeal to the Deity. It is grand, a splendid sample of strong and rhythmical English, and is worth all the study that can be given it. We fear Dr.

Farce and the Bible. Boston Transcript.

A Hartford man, who says he neither a clergyman nor a "dramaphobist," writes to one of the local papers in earnest protest against a forthcoming farce known as "Jonah and the Whale." He says; "The idea of turning the inspired book of Jonah into a farce, of holding the prophet up to ridicule, of poking indecent fun at the leviathan which was the Creator's instrument for the salvation of Nineveh, appears to me utterly indefensible. If I know the American people aright they are not quite ready for farcical distortions of Holy Writ." In his opinion, if this invasion of the Scriptures is permitted to pass without protest. we may have "Moses and the Serpents, or "Balaam and the Ass," or other phemies of a like character. It has been reverently claimed for the Bible that it compassed the whole range of literature, including poetry, philosophy, prophecy, history and drama, but we have never reckoned farce as one of its treasures. Still it is doubtful whether the playwrights, with the utmost subtlety and unscrupulosity of invention, will be able to turn the story of Jonah and the whale into greater farce than has been done in certain theological discussions. The difference is that in the stage performance it will be produced for just what it is, and perhaps it would be as well to wait and see the thing before condemning it by its title.

Matter of Length. Detroit Journal.

"How long should mourning gowns be worn by a widow of twenty-two?" was the question that came sobbing through the Now it chanced to be the sporting editor's day off, and the religious editor, therefore, was attending to the Side Talks with Young Persons.

"There is no hard and fast rule," wrote the religious editor, confidently, "but they ought to come down to the boot tops, as least." This incident illustrates the occasion awkwardness of a newspaper standing bulwark of morals to the exclusion